make agents for other people against their consent Such a measure would be injurious to the traveling community, as it would authorize persons to nego tiate for passages on the ships of other people, without rendering the ship responsible for their misrepresentations. Licenses would be given to political favorites, and the system would become a political element in the city. Suppose they give bonds for the faithful performance of their duties, how could the Mayor keep witnesses to prosecute the bond in a civil suit? All auctioneers now give bonds in the penal sum of \$1,000 for the faithful performance of their duties. What effect has this to prevent mock auctions from swarming round the City Hall? Who has ever heard of the prosecution of such a bond? Yet there is not an hour in the day when the bonds of some of them are not violated.

It is impossible for the runner to sell tickets at the same price with the ship owner-his profits are from overcharges, and selling steerage for cabin tickets, and tickets to Liverpool for tickets to Bremen. Every sale is accomplished by means of a false pretense or a conspiracy. To legalize such a business by licensing the runner would be to sanction by legislative action the perpetration of

We publish on another page a remonstrance against an article published a few days since in which we called the proposed extension of the Chenango Canal a "Democratic measure." We did not of course mean to be understood as saving that no Republicans were in favor of it. On the contrary, the proposition was introduced by Mr. Ferry, the Republican Senator from Utica, and Mr. Truman, the Republican Senator from Tioga, is its principal and most zealous advocate. It is, however, a Democratic measure in the sense that the Democrats in the Senate are understood to have agreed, in direct violation of their traditional policy upon the subject of the canals, to vote for the measure, and that its only hope of success is derived from that agreement. We do not think we are wrong in saying that the object of the Democrats is to compel the Republicans to impose as large a tax as possible upon the people, and that this governs their action in all financial questions before the Legislature. It may be denied that any such agreement exists, or that such is its object, but we are assured it does exist, and we predict that every Democratic legislator will be found voting for the Chenango Extension and for every other measure involving the expenditure of money. We are willing to admit that the Chenango Canal should be extended at the proper time, but we do appeal to Republican members of the Legislature to pause before they sanction, at the present time, any expenditure for this or any other purpose which can be postponed. The other canals should, and must be finished the coming season. To do this, and to pay the interest on the State debt, and to carry on the Government, will require a tax of nearly three mills. If the Chenango Extension, and other measures now vigorously urged upon the attention of the Legiszure, are voted by the present Legislature, the tax must be at least four mills, if not five, against two and a half last year. In our judgment, the Republican party cannot afford to impose any such tax upon the people. We must not be influenced by local interests or Democratic advice, but view the matter as Republicans who are about entering upon the Presidential struggle, and should not hang a dead weight of taxation around the neck of the party. The Republican members of the Legislature have not the right, though they may have the power, to ruin the Republican cause in the State by such a course.

Mr. District-Attorney Waterbury has at length been goaded into sending the case of his friend Nes bit, the late Road Superintendent, before the Grand Jury. If, when an indictment is found, he can only be induced to bring the case to trial, w may witness the rather novel spectacle of a culpribeing tried by a magistrate of his own nomination

# THE LATEST NEWS,

#### MAGNETIC TELEGRAPH.

#### From Washington.

Washington, Tuesday, Feb. 7, 1860. THE NEW CALIFORNIA SENATOR.

Mr. Latham's election to the Senate from California has disconcerted all of Mr. Gwin's calculations, and will probably be followed by his defeat for re-election. Mr. Latham's recommendation against forming a new Territory of Nevada is also aimed at Mr. Gwin, who looked to the contingency of being Governor, if beaten now, and his ultimate return to the Senate, when made a new State. WAYS AND MEANS COMMITTEE.

It is probable that the following gentlemen will constitute the Committee of Ways and Means, though perhaps not in the order stated: Messrs. John Sherman, Thaddeus Stevens, H. Winter Davis, J. S. Morrill, J. S. Phelps, Israel Washburn, Martin J. Crawford, E. G. Spaulding, and John S. Millson. This Committee embraces some of the best talent of the House on both sides, and the extreme opinions on the tariff and free trade.

THE MEXICAN TREATY.

Mr. McLean was sent for by the Secretary of State with a view of exerting an influence on the Sepate in favor of the ratification of the recent treaty with Mexico. He has no important inforanation not in possession of the Department already, and hence his presence can shed no new light on the state of affairs in Mexico. For some reason, best known to the President, none of Mr. McLane's correspondence concerning this treaty was communicated to the Senate. While several Eastern Senators are well disposed owing to the commercial advantages which this treaty professedly offers, they are restrained from supporting it by the serious complications which would inevitably follow. It is really the entering wedge to the seizure of Mexico.

THE COLLECTORSHIP OF BOSTON. Gen. Whitney has been tendered the Collectorship of Boston.

THE HOUSE PRINTER. Holf-vast 10 o'Clock p. m .- The Republican caucus has just adjourned, after a session of over two hours on a candidate for Printer, without making a nomination. Three ballots were taken, Mr. Defrees and Mr. Mitchell of The St. Louis News, being nearly equal, and Mesers. Weston and Coombs receiving about one-third as many as either. They will meet again to-morrow at 12 o'clock.

To the Associated Press.
WASHINGTON, Tuesday, Feb. 6, 1860.
WASHINGTON, Tuesday, Feb. 6, 1860. Interesting accounts of the war in Morocco have been received here. It is stated that there were 60, 000 Moors at the buttle of Castellejos. Col. Tassura,

Spanish Minister at Washington, distinguished himsel greatly at the bead of his regiment of Husears, and was wounded in the engagement. Most of the high officers of the Spanish army are young men. srmy had been obstructed in its operations, at fered much from constant rairs. Spain is prosecuting the war with vigor, and will have before long a force

the war with vigor, and will have before long a force of 80,000 men in Morocco.

Incident to the unexpected delay of the passage of the Post-Office Appropriation bill by the Senate to-day, owing to the discussion of the franking privilege, a memorial is in circulation this evening among the mail contractor, now here, praying for the passage of the bill as it came from the House. If this cannot be done without delay, they have that the interest clause and all other objectionable features be stricken out and left for future legislation, a sling, in conclusion, that their necessities are such as to require immediate action.

Congress will take action on the subject of the inauguration of Mills's staine of Wheelington on the 22d inst. A large number of Members of Congress have expressed their willingness to make a liberal appropriation to

definy the expense of the occasion. It is in contemplation formally to invite the New-York Seventh Regi-

plation formally to invite the New-York Seventh Regi-ment to participate in the ceremonies.

The Doorkeeper of the House, Mr. Marsten, has appointed Cayt. Darling his First and Ira Goodenow his Second Assistant. These geatlemen came here as candidates for the principal station, and are thus ac-commodated. There is wild excitement for places. Mr. Marsten to-day was pursued by hundreds of im-

Mr. Marsten to day was pursued by nanareus of Mr.
portunate men and boys.

It is said that only four or five of the thirty or more
employees under the Clerk will be retained by him.
The subject of dismissals and appointments was under
consideration to-day. The number of applicants is
more than usually large.

Mr. Washburne of Illinois, presided, and Mr. Colfax
was the Scentary.

was the Secretary.

After a spirited debate, the following were placed in nomination: Mr. Abram S. Mitchell, Editor of The St. Louis News; Mr. Dufreee, of Indiana, Editor of The Allas; and Mr. Coombs, of The Washington

Republic.
Three ballots were taken, and on the last Mr. Mitch ell received the highest vote, but this was not conclusive. If elected, it is Mr. Mitchell's design to unite with Mrs. Bailey in the publication of The National

Era.

Another conference will be held to-morrow at 12 Col. Forney's batch of appointments will not be

made for a week to come. He leaves to morrow morning for Philadelphia.

Gov. Letcher is in the city, on his return from Charlestown. He will leave for Richmond to-morrow.

Gov. Letcher is in the city, on his return from Charlestown. He will leave for Richmond to-morrow. Judge Rowls of Tennessee has been appointed Treasurer of the United States. He receives the unau-imous indorsement of the Democratic Members of Con-

gress from that State.

Much interest is manifested in regard to Printer of the House. The conference to-night of those who voted for Pennington was called to determine that

question.

The President has recognized Ensign Francisco Fal-low as Consul-General for the Republic of Urugusy at

The Criminal Court has sentenced Wm. Boyd to fourteen years in the Penitentiary, for carrying away and stealing two negroes from this District.

#### XXXVITH CONGRESS. FIRST SESSION.

SENATE .... WASHINGTON, Feb. 7, 1860. The President sent a Message to the Senate return-ing the joint resolution passed on the last day of the last Session, appropriating money for removing the bar ing the joint resolution passed on the last day of the last Seesion, appropriating money for removing the bar and obstructions at the mouth of the Mississappi.

Mr. HAMMOND (Dem., S. C.) introduced a joint resolution for the relief of Commander H. J. Harts tene, appropriating \$6,008. Adopted.

Mr. HAMMOND introduced a joint resolution authorizing Commedore Shubrick to accept a sword from Urquiza. Adopted.

Mr. HUNTER (Dem., Va.) introduced the Post-Office Deficiency bill, with amendments, and gave

Office Deficiency bill, with amendments, and gave notice that he would call it up after the morning hour. Mr. GWIN (Dem., Cal.) introduced a bill for the of payments for the town site of San Fran-

Mr. MASON (Dem., Va.) moved that when the Mr. SAULSBURY (Dem., Del.) introduced amend-

ments to Mr. Davis's resolution expressive of devotion to the Union, &c. Ordered to be printed. Mr. WILSON (Rep., Mass) introduced the followsiced. That a Committee be appointed to inquire into the

Resolved. That a Committee be appointed to inquire into the extent of the power and patronage of the President of the United States, in the power of removal and appointment to office, and report the number of offices of trast and proof under the control of the President, excluding the Army and Navy, but including such as are under the control of the Hearts of Departments, and the amount paid to those appointed to such offices; also, further to inquire whether any power and patronage are exerted to influence the legislation of Congress or any elections in the States or Territories, and whether any, and what, sums of money are paid or required to be paid by persons holding offices of trust and profit as contributions in support of elections, and to inquire whether the power and patronage are used by heads of Departments over subordinates, mechanics, and contractors; and also the allowance made to contractors of supplies and those employed to purchase Government sites, ressels, engines, &c., transportation of stores &c., and report by bill or otherwise.

Mr. IVERSON (Dem., Ga.), from the Committee on Chaims, reported several private bills which had been favorably acted on by the Court of Claims.

A resolution to print the meteorological reports of

A resolution to print the meteorological reports of he Smithsonian Institute caused some debate. Mr. HUNTER (Dem., Va.) objected to the publica-

Mr. FITCH (Dem., Ind.) said the request to print came from the President of the Sm

and the Commissioner of Patents.

Mr. FESSENDEN (Rep., Mc.) opposed the printing, on the ground that the work collected was not authorized by Congress.

Finally, the further consideration of the subject was

Finally, the prostioned of positions of the prior orders and take up the Post-Office Deficiency bill. Adopted.

The bill was taken up and read.

The first amendment made by the Committee on Finance was to make provision for wrapping-paper, mail-paper, &c. It was agreed to.

The second amendment was to the third section, providing that interest should only be paid to contractors themselves, and be in full of all claim for damages, and providing that no interest is to be allowed on the last quarter. Mr. HUNTER said it gave the interest to the con-

Mr. CHESTNUT (Dem., S. C.) thought it did great

Mr. HUNTER said the latter could have their claims adjusticated in court. What was wanted was to clear the United States of any claim for damages, and pay the interest to those only who could release the Gov-

Mr. HALE (Rep., N. H.) wanted to know whether eet was confined to the deticiency of

year.
Mr. HUNTER said yes.
Mr. HALE thought this would set a daugerous precedent. The Postmaster General goes on making contracts just as though Congress had made an appro-

Mr. HUNTER replied: the Postmaster General is Mr. HUNTER replied: the Postmaster General is compelled by law to make these contracts. The Post-master General did not pledge the Government to pay interest. Congress allowed it in lieu of camages. After further debate and trifling modification the amonoment was adopted. Mr. TOOMBS (Dem., G.) moved an amendment to

Mr. TOOMBS (Dem., We include sub-contractors who actually performed the service, in the benefits of the bill. Adopted.
Mr. HUNFER moved to reconsider, on the ground that the Department did not know the sub-contractors.
Mr. DAVIS (Dem., Miss.) thought the amendment

eminently just and proper.

Mr. TOOMES said he wanted those who did the work to get the money. He did not want to give it to those who prowled about the Department and got the contracts and sub-let them to honest men who did the Mesers, RICE (Dem., Min.) and FITCH (Dem.

nd.) opposed the amendment.
Mr. DOOLITTLE (Rep., Wis.) said the amendment would give the Department endless trouble in deciding the conflicting claims of contractors and sub-contractors.

on the conflicting chains of contractors and sub-contractors. The contractor was the man who suffered the damage; he had furnished the means to carry on the service when the Governmen failed to do so.

The amendment was reconsidered.

The amendment was the rejected. Yeas, 17; Nays,

The taird amendment provides for the abolishment

The toird amendment provides for the abolishment of the franking privilege after the first of May, but that all persons now entitled to the privilege are exempted from the prepayment of postage.

Mr. HAMLIN (Rep., Me.) said, the amendment had no business there. A difference of opinion on this point red to the defeat of the bill at the last session.

Mr. TRUMBULL (Rep., Ib.) denounced the abuse of the franking privilege. He wanted to see the whole system abolished, and moved to strike out the last clause, which would saddle the expense upon a constituent, who received letters or documents.

Mr. FESSENDEN (Rep., Me.) advocated the amendment as it stool.

ment as it stood.

Mr. RICE said, the present object was to pay the honest debts of the Government, and the Senate should not embarrass action by introducing subjects not ger

Mr. TOOMBS said, the mail contractors had no more claim than any other class of the public creditors.

Now was the best time to get this reform through.

This privilege, which costs the Department now
\$1,800,000 per annum, ought to be abolished. It was

not proper that members, who wrote to constituents on public business, should bear the burden themselves. Let the persons who are benefited by the correspond

Mr. HALE moved to amend by changing the time to April. If it extended to the first of May it would be after the Charleston Convention, and the Democrate would have benefits not enjoyed by the Republicans, who do not meet in Chicago till June. [Laugh-

Mr. TOOMBS accepted the amendment.
Mr. SIMMONS (Rep., R. I.) opposed the amendment, as having been improperly introduced. If the proposition had so much merit, it might carry itself through.
Mr. COLLAMER (Rep., Vt.) and there were special laws requiring the Treasury Department to pay out seven hundred thousand dollars to the Post-Office Department on account of the transportation of free matter. If the amendment passed, those laws still existed and the Treasury would not be relieved. The subject was one requiring preparation and examination, and ought to be considered by itself.
Mr. DAVIS advocated the adoption of the amendment now. They could then go on and perfect the sys-

Mr. DAVIS advocated the moophole of the sys-tem. The amendment proposed, first, the reform of an abuse; and secondly, a change of the policy of the administering department. The abuse of the privilege was in the burdening of the mails with a large mass of ocuments.
Mr. COLLAMER explained that, previous to 1851,

Mr. COLLAMER explained that, previous to 1851, the Postmaster-General was limited in giving out contracts by the receipts of the Department. But whe three-cent postage was established in 1851, it was previded that the mail service should not be reduced. The consequence was that the Postmaster-General had unlimited discretion, and could, if he chose, increase the expenses to twenty or thirty millions. Mr. Collamer moved an amendment repealing the acts of 1847 and 1851 appropriating \$700,000 annually for the use of the Post-Office Department.

Mr. TRUMBULL: said persons writing to members on business could inclose samps. He pointed out the

on business could inclose stamps. He pointed out the abuses likely to arise from the adoption of a provis exempting members from the payment of postage. He wanted the whole system wiped out.

After further debate, in which Messrs. Toombs, Col-

lamer, and Hann (Dem., Cal.), participated, a voice was taken on Mr. Trumbull's motion, to take out the provise, and it was rejected by Yeas 24, Nays 32.

Mr. SLIDELL (Dem., La.) moved to postpone the bill until half-past 1 o'clock. Carried.

The Senate then went into Executive session. Ad-

#### Non-Arrival of the North Briton. PORTLAND, Me., Tuesday, Feb. 7-Midnight. There are as yet no signs of the steamship North

Briton, now about due here with Liverpool dates of Shocking Affair. HAWESVILLE, Ky., Tuesday, Feb. 7, 1860.
Mr. H. A. Davidson went into the store of Duncas

& Brothers, in this place, yesterday, with a lighted bomb in a basket of eggs. The bomb exploded, blow ing the store to pieces and wounding the following

C. B. DUNCAN, JOSEPH READING,
WILLIAM BENNETT.

Some of them are mortally wounded. Mr. Davidson was also mortally wounded. It is supposed that he intended to kill Mr. Sterritt, because of his (Sterritt's) course toward him (Davidson) in regard to the late Lowe tragedy.

# Mozart Hall Convention.

Mozart Hall Convention.

SECOND DAY.

SYRACUSE, Taesday, Feb. 7, 1860.

The Convention reassembled to-day, and, after dispatching some unimportant business, proceeded to the appointment of delegates at large to the Charleston Convention, when the following gentlemen were selected, namely: Fernando Wood, John A. Greene, jr., Gideon J. Tucker, Joshua R. Babcock; alternates, William C. Beardeley, James T. Soutter, John Haggerty, and Benjamin Chamberlain.

Subsequently Mayor Wood appeared in the hall, and was enthusiastically received. In respone to the calls of the members, Mr. Wood addressed the Convention.

yention.
John A. Greene, jr., Samuel G. Courtney, Fernando Wood, J. M. Marvin, and D. W. Candor, were ap-pointed a Committee of Arrangements and Correpondce. Fernando Wood was unanimously chosen Chairman

of the Charleston delegation.

A statement was made that Commodore Vanderbilt had tendered the use of a steamer to take the delegation to Charleston, for the payment of the running ex-

penses only.

Yive thousand copies of the proceedings of the last
State Convention were ordered to be printed.

After other business the Convention adjourned sizes

Horrible Murder.

AUGUSTA, Ga., Tuesday, Feb. 7, 1860.

John W. Walker, overseer, shot John Owens, unrehant, dead at Waynesburgh, on Monday. The Sheriff, with a poste, in attempting to arrest him, met resistance. He shot Walker dead, and also fatally wounded his wife and child.

#### Trial of Hazlett.

Nine witnesses were examined to day, and there estimony was conclusive of the point that Hazlett was one of Brown's party. The cary difference in the testimony was as to the color of the prisoner's hair, some stating that it was red, and others that it was a light color. His hair at the present time is rather though it has the appearance of being colored by a hair dye. Among the visitor in attendance at the Court to day wat the Rev. Mr. Newton of Vermont, who has been before the Senate investigating Committee. The number of with sees summoned for the Commonwealth amounts to about forty, but all will not be examined.

#### Capture of an American Slaver.

The ship Alarm, Capt. Mathews, frem Calentia, reports having left St. Helena, Dec. 37. The bark Orion, of New-York, Capt Morgan, had been captured as a slaver by the British steamer Pluto, and delivered to the United States steamer Mystic. The captain was imprisoned at St. Helena by order of the American Corsul. The Orion had on board when she was captured 1,623 slaves, of whom 152 died before reaching St. Helena.

Death of an Emineut Clergyman.

Washington, Tuesday, Feb. 7, 1860.

The Charleston Convier of Saturday records the death of the Rev. Cranmere Wallace, formerly of New-England—an enginent Episcopul ciergyman.

## Sailing of the America. Boston, Tuesday, Feb. 7, 1860. The Royal Mail steamship America will sail for Liv-rpool at noon to-morrow. The mails will close at 2

The Royal man steams of the mails will close at 9 o'clock to-more we morning.

All telegraphic dispatches filed at the American Telegraph Office, No. 21 Wall street, N. V., up to 11 o'clock, will be received in time to be forwarded by

Condition of the Ohio River.

PARKERSBURGH, Va., Tuesday, Feb. 7, 1860.
At this point, 200 miles below Pittsburgh, the river fine navigable order, ten feet deep and rising to are departing daily to all the river landings

### Election in Binghamton. Binonamios, N. Y., Tuesday, Feb. 7, 1803. At the charter election to-day a Democratic analysis of the Council Board was elected.

Serious Illness of Judge Ingersoll. New-Haves, Conn., Tuesday, Feb. 7, 1869.

Judge Charles A. Ingersoil of the United States
District Court, was living at 2 o'clock this evening, but
was in a dying condition. His disease is supposed to
be rheumatism of the stomach.

#### Vale Agricultural Convention.

New-Haves, Tuesday, Feb. 7, 1890.

The interest in the Convention increases daily.

Strangers are present from various parts of the country. On Wednesday Mesers. Allen and Parker will address the Convention on Pomology. Discussions tak place each evening.

#### NEW-YORK LEGISLATURE.

SENATE ... ALBANY, Feb. 7, 1860. A score of remonetances were presented as aimst the caseage of any act for the removal of the East River

The bill to incorporate the Industrial Fund Associaresubboat landing. ion was reported against, and the report agreed to.

A majority of the Judiciary Committee submitted a written report in favor of the passage of the resolution o amend the Constitution in relation to the judiciary.

Mr. Colvis materials

Mr. Colvin makes a minority report against the same.
The bill to amend the Brooklyn Water Act was reorted complete for the consideration of the Senate.
Mr. ABELL, reported fave ably on the bill to renee the fare on the Buffalo and Eric Railrond.

Mr. HAMMOND introduced a bill to provide for a tate Borrd of Claims.

M. SPINOLA introduced a bill for the protection of

the purchasers of fertilizers. It provides for the ap-Mr. GOEs introduced a bill to provide for a certifica-

Mr. ROBERTSON introduced a bill relative to the

Mr. ROBERTSON introduced a bill relative to the Commissioners of Emigration and the Marine Hospital, New-York. It provides for the appointment by the Governor, with the consent of the Senate, of three Commissioners, to hold office for three years, and who shall act in connection with the Health Officer and physicians of the Marine Hospital.

Mr. MANIERRE brought in a bill authorizing the tale by the State of all the space of ground and soil of the Hudson and East Rivers which has already been in whole or part reclaimed and filled in, either by natural accretion or otherwise, and which lies ontside of and adjoining the grants made to the Corporation of New-York under the Montgomery Charter of 1730, or by any other charter or grant to the city from the State.

Section 2 gives the Commissioners of the Land Office power to sell said lands in the City of New-York. The City Controller may pay for the same by a loan and issue of real-estate bonds—the lands in question to be piedged to secure said bonds.

The bill to compel the attendance of witnesses before Common Councils, was ordered to a third reading. It repeals the law made in 1855 for the City of New-York. Progress was made on the bill to amend the act to

Progress was made on the bill to amend the act to prevent and punish prize-fighting. A debate sprung up, because the bill compels parties to the fight to itestify before Grand Juries. This was declared to be an intringement of the existing principle which protects parties from criminating themselves.

The bill authorizing parties named to lay a double track in Brooklyn through Grand street to Newtown was taken up, but no action was had upon it, Mr. BRIGGS of Kings stating that the Common Council had given the franchise to other parties.

Progress was also reported on the bill to amend the act authorizing companies to navigate Lakes and Rivers. It is to be made applicable to Long Island Sound. It was opposed, because it did not contain the personal liability clause.

The following bills were acted upon in Committee of the Whole:

of the Whole:
To smead the act to facilitate the construction of the Lake Ontario and Hudson River Railroad. Third read-

To smend the general Religious Society act. Third

reading.

To provide for the appointment of Inspectors of Election and Canvassers in the City of New-York.

The House, in Committee of the Whole, considered the bill to provide the speedy completion of sections 20 and 21 of the Oswego Canal enlargement. It provides for extra compensation to the contractor who has encounted hard-pan instead of common soft earth, as con-

Mr. LAW semarked that the words hard-pan had Mr. LAW remarked that the words hard-pan had become so chroxious that of late very few persons could utter them without in some degree losing their character for honesty. This bill, if passed, would open the door of the Treasury to hordes of hard-pan claim-

ants for damages.

The b-dy of the bill was stricken out and so reported to the House. The bill to provide for the appointment of Inspectors of Election and District Canvasers in the City and County of New-York by the Board of Supervisors being taken up, Mr. COLES (N. Y.) moved to amend the second section of the bill containing the reading and writing qualification so that the Board of Supervisors be authorized to employ that the Board of Supervisors be authorized to employ professors of elecution and penmanship for the purpose of examining the appointees, and that no one should be considered qualified unless such person could read and write 150 words per minute. Lost.

Mr. A. A. MYERS moved to amend it so as to require the appointees to speak the German language fluently. Lost.

Mr. CALLICOTT moved that the appointee should be a person able to cypher correctly. Lost.

Mr. MILLER moved to strike out the words, "with facility" after the reading and writing qualification. Agreed to.

Mr. CALLICOTT remarked that the amendment be

d to. CALLICOIT remarked that the amendment he Mr. CALLICOTT remarked that the amendment he had offered this evening had been proposed in good faith. He moved that so much of the first section be stricken out as required the Sayervisors to appoint Inspectors and Ca vassers. What had New-York done that she should be tabood, marked, spit upon, by such a measure as this was? The motion was lost.

Mr. A. SMITH said the Republicans could never ambdae the independent spirit of the citizens of New-York. Why did they not pass a bill requiring the Supervisors to appoint inspectors of election?

Mr. MILLIKEN thought the Legislature had a right to legislate for New-York, when she was unable to govern herself properly.

Ten p. m.—Mr. VOORHIES (N. Y.), is speaking on the bill.

At a late hour the Committee reported the bill as

on the bill.

At a late hour the Committee reported the bill as smended, and recommended its passage.

From Our Own Correspondent. THE PRO RATA QUESTION.

ALBANY, Feb. 7, 1860. Mr. Flagler's Pro Rata Freight bill, entitled "Ar act in relation to the Transportation of Freight on the several Railroads in this State," has been printed and placed on the files of mambers. The majority report accompanying the bill has also been printed, and Mr. Varian will present to day or to-morrow a minority eport, in which Mr. Conckling may possibly unite The question of pro rata is the question above all others which agitates the "assembled wisdom," not only of the regular Legislature, but of the "Third

House'ns well. So the matter is being very thoroughly discussed, which is well. Section I of Mr. Flagler's bill provides that each and every railroad in the State engaged in freighting shall make a classification in the order from highest to lowmake a classification in the order from highest to lowest of all property usually carried by it and designate the several grades and orders as class let, 2d, 3d, 4th, &c.; and no article shall appear in more than one classification. Such classification shall contain full and complete specifications of the rates and prices respectively at which each class of articles will be transported per tun per mile. It also provides that a charge not exceeding 40 cents per tun may be made for loading and unloading goods. For those articles which are usually transported by the car-load, barrel, package, or other known quantity, and not by the car load, barrel, &c., specifying the rate per mile for the car load, barrel, &c., with specific stoms for loading and unloading, which shall specific sums for loading and unleading, which shall not exceed 40 cents per un. Freight shall be received not exceed 40 cents per un. Freight shall be received and transported, whether at way-stations or at either terminus of the road, with all possible dispatch, and in the order in which it shall be received or proflered; and freight shall be transported at the same rate per tun, em-load, &c., per mile for short distances as long distances, in other words pro rate. When any article shall be transported, which shall not be classified, it shall be taken at the price of the lowest classification. The rate per mile on the highest classification shall not exceed the lowest by more than double the price charged on the lowest; ores, coal, fresh meats, transported between he mouths of May and November, inclusive, milk, garden vegetables and fruit excepted. In estinating the price of transporting goods, cepted. In estimating the price of transporting goods, any fraction of a mile shall be considered a mile, and no article shall be transported for a less compensation

n the aggregate than 25 cents. No radroad shall give to any station upon its line, or either terminas, any precedence or preference over any other station in the use of its facilities in the matter of

transportation.

It is provided that a copy of the classification and prices of transportation shall be at all timeskept posted in a conspictor's place in each freight house and station, subject to inspection during business hours. A copy is also to be filed with the Auditor of the Canal Department at Albany, within the days after its adoption, or alteration, which copy, or a transcript thereof, shall be legal evidence in any court in this State of the said betweenent, classification, &c. Such arrangement, clas-sification, price, &c., is to remain unchanged for at least thirty days after its adoption or alteration, and ata price for transportation shall in no case be at any alteration more than 30 per cent from the lowest price of the current year. Section 2 provides that no railroad corporation per-

section 2 provides that no railroad corporation per-mit any other person or party to transport or forward any property at rates differing from those established by the corporation; but express companies, engaged in the carrying of packages, etc., may charge a commission, in addition to the railroad tariff

Section 3 provides against railroad companies vary-g their published rates by indirection.

ing their published rates by indirection.
Section 4 ditto.
Section 5 provides that any director, officer, agent, or servant, of every railroad corporation, who shall violate any portion of this act, shall be deemed gultry of a misdemenanc; and any person may maintain a civil action against the corporation whose officer and servant shall violate this act, and upon establishing the company against the company the violation, recover judgment against the company for \$1,000, which judgment shall belong to the plaintiff in the action, but such plaintiff must give satisfactory becarity in the sum of \$250 for costs before commencing SEC. 7. Every person offending or claiming to have offended gainst either of the provisions of this act, shall be a competent

against either of the provisions of this act, shall be a competent with test against any other person or corporation so offending against any of the provisions thereof, or in action herein mentioned, or in any crimical action or proceeding and may be compelled tas witnesses are compelled in other similar cases; to any pear and site evidence before any magnitude, grand intr. or any court; but the testimony so given shall not be used in any present

centies, action, or proceeding, civil or criminal, against the person so testifying.

Sec. 8. This act shall apply to each and all railroad corporations now incorporated, or hereafter to be organized or incorporated under any law of this State.

Sec. 9. This act shall take effect on the let day of April, 1860, 5 m. 19. This act shall take effect on the let day of April, 1860, 5 m. 19. This act and parts of acts inconsistent with this act or any part thereof, are, to that extent, hereby repealed.

This bill was accompanied by a voluminous report, which received the sanction of five of the seven members composing the Committee, in favor of granting the prayer of the petitioners. The report opens by stating that the question is one of first importance, and recting the action of the Legislature of last Winter on the subject, especially the report of the Select Committee of the Assembly, which, says Mr. Flagler, "Established by its startling array of "facts, the existence and magnitude of the discrimina-"tions against our citizens in the Railroad manage-"ment of the State, and the urgent necessity of re-"arraint and correction." The Committee adopt, as conclusive, the statements and arguments of that report in regard to the propositions therein discussed. The Committee have spent much time in the investigation of the subject, and in listening to the pleas of the agents and attorneys of the Railroad Companies, in denial or extensition of the Railroad management of the State, and lay down the following propositions, which they regard as established beyond all cavil or contradiction:

1. The property of the citizens of other States is allowed transportation on the Railroad of this State for much less pro-

State, and isy down the following proposatoric, which they regard as esablished beyond all cavil or contradiction:

1. The property of the citizens of other States is allowed transportation on the Reilroads of this State for much less proportionably than the products of our own citizens.

2. Citizens of given localities in this State are compelled to pe, unequal rates of transportation as compared with the other localities.

3. Citizens of our State are at times entirely abarred from sending their products by New-York railroads, while the cuttre force of these roads is given for long periods, to moving the preferred property of citizens of other States.

4. Lesses on freight carried for citizens of other States are not only made up, but large profits in the aggregate are secured by extravagant rates charged our citizens.

The report them gives specimens of comparative freight tarifle to sustain the above positions. For instance:

In March last, previous to the opening of the camis, the New-York Central Carried four from Sandusky to New-York 256. per bbl. Tariff price, Buffalo to New-York. 75c.

April, New-York Central carried pork from Chicago to New-York at \$1 per bbl. Tariff price from Buffalo to New-York, 75c.

Flour, Chicago to New-York, 50c. per bbl. Tariff price, Owego to New-York, 50c.

April, Erie Road: Flour, Chicago to New-York, 40c. per bbl. Tariff price, Owego to New-York, 50c.

April, New-York Central: Furniture in boxes, New-York to Cleveland, 60c. per loo lbs. Tariff price, Troy to Buffalo, 70c.

May, New-York Central: Flour, Toledo to New-York, 30c. per bbl. Tariff price, from Buffalo, Encape, all diasses, 20c. per lol lbs.

May, Erie Road: Hides, Chicago to New-York, 28c. per 100 lbs.

Tariff, Buffalo to New-York, 50c. inerchandise, New-York to Chicago, all diasses, 20c. per lol lbs.

May, Erie Road: Hides, Chicago to New-York, 28c. per 100 lbs.

Tariff, Buffalo to New-York, 50c. inerchandise, New-York to Chicago. Inerchandise, New-York to Chicago. Inerchandise, New-York of New-York to Chicago.

20c. pt 16 lbs.

May, Erie Road: Hides, Chicago to New-York, 28c. per 100 lbs.

Tarifl, Buffalo to New-York, 35c.; merchandise, New-York to Milwarkee, first, second, third and fourth classes, at 20c. per 100 lbs. New-York to Binghamton, first class, 56c.; second, 40c.; third, 30c.; fourth, 27c. per 100 lbs.; New-York to Owego, first class, 55c.; second, 47c.; third, 35c.; fourth, 27c. per 100 lbs.; Owego to Dunkirk, first class, 63c.; second, 47c.; third, 35c.; fourth, 27c. per 100 lbs.

After quoting much more of the same sort, the Committee express the opinion that no extended remarks are needful to impress the minds of all with a sense of the palpable injustice of the Railroad-freighting system of this State.

In justification of the charge that the people of this

em of this State.

In justification of the charge that the people of this State are at times entirely debarred from the use of the railroads for freighting purposes, the report states that in the movement of the crop of 1859, there was a great pressure on the roads for forwarding through freights from the West, and that from October 29, to November 20, the New York Central utterly refused

November 20, the New York Central utterly refused to take any way-freight at all, devoting its entire force to transporting the property of strangers to the exclusion of the products of our own sitizens.

The Committee notice the fact that while the railroads hold it as impracticable to apply the principle of pro rata in fixing rates of freight in this State, yet the railroad officials acknowledge that different roads prorate with each other, and numerous instances were brought to the notice of the Committee showing the practice to be very extensive. For instance, on the practice to be very extensive. For instance, on the 23d of November the New-York Central took beef from Chicago to Boston at 44 cents per 100 pounds, which was pro rated between the several lines over which it recent a full or the several lines over which it recent a full or the several lines over which it recent a full or the several lines over which it recent a full or the several lines over which it recent a full or the several lines over the several l which it passed, as follows: Chicago to Detroit, over Michigan Central, 283

Chicago to Detroit, over Micingan College 14c. \$\Phi\$ 100 fb.
miles, at. \$5c. \$\phi\$ 100 fb.
Lake Erie, Detroit to Buffalo, 350 miles, at. \$5c. \$\phi\$ 100 fb.
New-York Central to Albany, 296 miles, at. \$15c. \$\phi\$ 100 fb.
Albany to Boston, Western Railroad, 156 miles, at., 56c. \$\phi\$ 100 fb.

Albany to Boston, Western Railroad, 156 miles, at., 56c. \$\phi\$ 100 fb.

In tances of prorating are given when the N. Y. Central and Hudson River roads have received only 15 cents per bbl, for transporting flour from Buffalo to New-York.

The Committee believe the objection raised against the proposed bill that it will have a tendency to divert trade to other routes north and south of the State, to be entirely fallacious. They assume that in the long run, trade, like water, must flow in natural channels. While, say the Committee, diversions for a time may be produced by artificial means, the effort contains within itself the element of its own destruction, and the movement of property between the ssaboard and the Western States must, in the end, fall into the cheap-

est route.
"If New-York does not possess that route, it is in "If New-York does not possess that route, it is in vain to protract the struggle to retain it. If, on this other hand, New-York does possess a plateau or ground extending from tide water to the great inland seas, over which property may be transported at less cost to the carrier than any other, all other routes become proportionably inferior, and however long they may protract the warfare, the result in favor of New-York is inevitable.

"It may not be improper to allude to some of our advantages. The Western States are drained upon the north by the great inland seas, to some part of which tends every canal and railroad penetrating these States.

These sens form the outlet to 3,500 miles of i diate coast, and bounded by the richest producing land

diate cosst, and bounded by the richest producing land upon the continent.

"The cost of transportation upon these seas for eight and frequently ame months of the year is second only to ocean cheapness. The State of New-York is the isthmus between these seas and tidewater. She possesses also the metropolis of the nation, to which the surplus products of the whole country will finally concentrate, whether transported over matural or unatural routes, whether lifted over the peaks of the Allegany and Cumberland Mountains on the south, or along the borders of perpetual frosts upon the north, or floated down the Mississippi and along the ocean coast. Across this isthmus, connecting the inland seas with tidewater, we have a canal unparalleled on the face of the earth for direct lines and freedom from lockages, with resources for supply of water for any leckages, with resources for supply of water for any emergency. Upon this canal transportion is third only to the ocean in cheapness, and upon the eve of a still greater development in that direction, without ex-hausting resources, in the way of improving and

The inland seas and tide-water are also connected by a railroad 298 miles in length, of nearly air-line and water level. Upon the south, 2,700 feet of higher grades must be overcome, together with charp curves; upon) the north, a circuitous eleven hundred miles of railroad, located through a latitude of intensity of frost. and snows unknown to our favored isthmus. lusion to the general merits of the routes between the Western States and the seaboard is deemed by your Committee sufficient, and beg to refer to Document No. 178 of the Legislature of 1839, for the full and statistical proofs of the position assumed by your Committee is the above general terms, with the allusion only to the the above general terms, with the atmission only to the testimony of those several railroad companies, as given in their annual reports, as to the percentages of cost to themselves respectively, in performing the traffic, viz.: 1. New-York Central, 53 per cent of gross freight earnings. 2. New-York and Eric, 55 per cent of gross freight earnings. 3. Pennsylvania Central Railroad, 59 per cent of gross freight

4. Baltimore and Ohio Railroad, 66 per cent of gross net caro-

Of the Grand Trunk we have no reports; but it quoted instances are any indications of the character of its through traffic, it would appear at present that it is paying a premium for the privilege of transporting

through property.

Before leaving the subject of the relative merits of the railroads within and out of the State to control the movement of property between the Western States and seaboard, the impression remains with your committee that but three routes among all the railroads named before your committee can upon their merits be esteemed competitors, viz., New-York Central, New-York & Erie, and the Pennsylvania Central. The relative cost of movement of these three lines, we find by reference to the reports of these roads, respectively.

ively, to be as follows, viz N. Y. and Erre, Per ton per mile. 1853...lc. Im. 1854...l. 5 1855...l 2 lc. 3 2-10m. 5 ye. av. lc. 6 1-10c

67:22 av..lc. 4 1-10m, tc. 3 2-10m. 57s. av.lc. 6 1-10m

"By the foregoing it will appear that the greater cost of movement of the Pennsylvania Central over the New-York Central or New-York and Erie mor than counterbalances the few miles difference in her flavor as between New-York and Chicage. As for the rivalries between the Cities of New York and Philadelphia for the Western trade, the fact that of flour western produce passing over that road, 50 delphia for the Western trade, the fact that of flour and other Western produce passing over that road, 50 rer cent is destited directly to New-York, Boston, and Providence, would seem a conclusive answer."

The Committee, after noticing the fact that the sub-

The Committee, after noticing the fact that the sucject of regulating railroad freight business is underconsideration at the present time in the Legislatures of Pennsylvania. Obio, and Maryland, conclude their report with the following summary:

1 The law call railroad corporations into being on the ground that their construction and now will promote the public good. To this public good or general weight the personal public state the secondary interests of the stockholders next be secondary.

ample remedy.

4. It is demonstrated that Railroad Corporations in this State are systematically managed in a way which makes the public good subservient to the caprice or imposed interest of their controlling officers, and renders nugatory the right of our citizens to the best use of these roads.

The bill submitted to your Committee, and reported by them favorably to the Assembly, rests upon the following considerations: rendered and compensation paid, shall be provided, or in portion.

2. It rests upon the belief that the regulations and restrictions it imposes will be of incalculable benefit to the critisens of our State-restoring to them the advantages promised them in the construction of railroads, and which have been underiously wrested from them to be conferred largely upon atrangers, to whom they are under no obligations.

3. It rests also upon the opinion that under it railroads instead of being rained or even crippled, in any legitimate use of their franchies, will receive uniform and remonerative returns for the transportation of freight, and consequently larger yields of dividends to their stockholders.

2. This public good involves the right of the citizen to the best

use of the raitroad.

3. Whenever any railroad corporation, in its management, makes the p enumed or even real interest of the stockholder paramount to the public good, or when it grants its use to transport the property of the offizer of other Nates in priority or on better terms than it concedes to our citizens, there is an abuse of its franchise which desmands either a fasteiure or an appropriate the state of the property of the citizens.

transportation of reight, and consequently larger yields of dividends to their stockholders.

4. It relies upon the Eric Canal, acknowledged by railroad
competitors to be the great regulator, to prevent any diversion of
trade from the City of New-York, or the State at large.

5. It contemplates compelling railroads to recognize the great
principle they have so generally and so grievously departed from,
viz.; that the public good was the paramount consideration
thich gave them being, and that to the promotion of the gabile
welfare, the supposed interest of the stockholders is, and of right
ought to be, accordary or subserviers.

THE MINORITY REPORT. THE MINORITY REPORT.

THE MINORITY REPORT.

The minority report, which is also a formidable document, begins by complaining of the unfairness of the retitioners and the inconsistency of many of their allegations, and while asserting that the New York Central Railread is a "grinding monopoly," asserts also that the railroads are transporting through-freight for less than they can afford. The majority's report, the minority alleges, is based upon mere allegation, contradicted by positive testimony on the part of the remonstrants, who had desired that their witnessee testify under oath, but which was not permitted. The report then alludes to the fact of legislation during past years becoming more and more in favor of discontinuing special legislation, and the adoption of general statutes, which should erable individuals to unite their capital, and transact their business in a corporate capacity, free cial legislation, and the adoption of genera statutes, which should erable individuals to unite their capital, and transact their business in a corporate capacity, free from the inconveniences of partnerships, and at their own election create banks, construct railroads, &c., and admitting only of such future legislative interference as pressing exigencies call for, and then in a manner to infringe no right. It questions the power of a State to dictate prices for the passing of the commerce of other States through our traders to market, against the power conferred upon Congress by the Constitution to "regulate commerce with foreign nations and "among the several States." With \$150,000,000 invested in the railroads of this State—one-tenth of the entire taxable property of the State, and seven times the cost of the entire Eric Canal—the railroad system had a right to look to the State for the guaranty of its safety. The examination of witnesses before the Committee, say the minority, elicited the subjoined facts:

1. That the Railroads ran two separate freight trains, one for way business, and the other for through; that the two are entirely distinct, each employing separate assensies, and being coaducted on different principies, the one but slightly dependent upon or influencing the other.

2. That different and higher rates were changed for way freight than for through.

It was proved that from the nature of the carrying trade this difference in rates was inevitable; that the through business related to the termini of the roads only, and the way business affected every station; that the one passed over the road in bulk, without delay, and without handling, and in large quantities of not less than 300 tons, while the way business employed nearly the entire force of the road, and was carried in small quantities for short distances; nor was it proved in a single instance that way freight was ever delayed a moment in consequence of any interference by freight carried through the whole line. Because of the higher rates per mile charged in way freight than in through freight, the majority insisted that an "unjust discrimination" was made "agnisated that an "unjust discrimination" was made "agnisated the citizens of our own State, and in favor of the citizens of other States;" and that nearly the same rate per

were forwarded for the citizens of Builalo to Eastern points. It was during this period that the majority report asserts that no freight was forwarded for citizens of Builalo. It was alleged by the petitioners, based upon an article in The N. Y. Triebung, that it is the citizens of the company of the line of drover had driven his cattle from Bergen, of the Central Railroad, to Buffalo, and shipped them from there to New-York, saving \$500 by so doing. Mr. Drullard denied the truth of this; he stated that

The minority urged that this difference in price could not operate against the interest of the producers of New-York State, unless it could be shown that by the difference the amount of products in the market was so increased as to lower the prices of the products, which had not been pretended. As regards the allegation, that this difference had diminished the value of land, the minority show, from the records of the Controller's Department, that the increase of the assessed valuation of real and personal property, between the years [848 and 1858, during which time the railroad

canals was most felt in developing the resources of the State, the increase was 91 per cant.

The taking of through freight at a less price per tan per mile the minority held to be justifiable, because that the fact of the rolling stock and equipments being in order and used principally for the way business; could take through business in addition without materially increasing the expense, and at a cost much less than the average of its ordinary business; and further, the minority was of the opinion, based upon the proofs, that the profit so made in the through business served to keep down the prices on local freight. Furthermore, the loss of the through trade, which, by the proofs, was inevitable under a pro-rate, would redound to the interest of Philadelphia, Baltimore, Boston, and Portland, at the expense of New York, by the gradual diversion of the commerce of the country to those points. It was clear, too, to the minority, that the loss of freight by the New York Railreads would not be a gain to the canals; that the lest, 2d and 3d classes of through freight would move by railroad as now, as well as a portion of the 4th, the canal getting the other portion. The allegation that the roads had carried freights at prices not remunerative to the company was not, in the opinion of the minority, sustained, and the instances of low freights cited by the majority had been taken from the past two years, pending a severe competition for the through trade, and which had only hear retained by our lines being able to carry as low as the Southern roads. The minority state, in conclusion, that this whole warfare on our railway interests is founded in prejudice, interest, or mistake, that no sion, that this whole warfare on our railway nded in prejudice, interest, or mistake; egislation can correct these differences in freights, and that the ability of the roads to command Western freights at all lies in their power at any moment to alter their tariffs so as to meet their rivals in Western cities on terms of equality. It is this ability to fall that keeps competing roads in check, and is the only means of correing them into terms; and so evident is this that no greater boon could be proffered to other roads tham such a bill as the majority recommend to the our own roads hand and foot, and surrended them to the mercy of their foes. It is at once false, unjust,

a. That directs and the same for through.

3. That Winter rates were higher than Summer rates.

It was proved that from the nature of the co

that an "unjust discrimination" was made "against the citizens of our own State, and in favor of the citizens of other States;" and that nearly the same rate per ton per mile should be demanded on all freight without regard to whence it came or where it is delivered. Testimony of a large number of witnesses, mostly railroad experts, is cited by the minority, to show that the cost of carrying way-freight is greater than through, and stating the reasons therefor. Further testimony is also cited to show that this same difference in the prices of through lover way freights exists, and has always existed, on canals, rivers, lakes and ocean, and often in a greater degree than on the railroads, which statements were not contradicted by the majority. In the opinion of the minority, the general charges that the State does not get the best use of the railroads, &c., were unjust, unless the principle was adopted, which ran through most of the petitions, that private property in railroads became the prey of personal capitity and public plut-der, and may be confiscated whenever local interests or popular opinion becomes corrupt enough to demand it. The minority state that the allegation in the petitions, and in the majority report, that local freights had been compelled to await the convenience of through freight, had not been sustained by the proof: that it was hardly possible any such thing could occur except in rare intervals, at the termin of the road, and then only in the event of the equipment being deficient, no instance of which was brought to the attention of the Committee. On the contrary, it has been proven by Mr. Drullard, the superintendent of the freight department of the New-York Central Railroad, that between the 20th of October and the 20th of November, 100 car-loads, or 1,000 tuns of freight were forwarded for the citizens of Bullalo to Eastern points. It was during this period that the majority

Mr. Drullard denied the trath of this; he stated that when cattle were transported at remunerative rates, they had been accustomed to allow drovers to take off their cattle on the line for a week's pasturage, and then forward them without additional expense. But at the time alleged this was refused, on account of the low rates of transportation. The result was, the cattle took the cars at Buffalo, and went through without change.

The misocity upped that this difference in price could ithout change. The minority urged that this difference in price could

years 1848 and 1858, during which time the railroad system of the State had been perfected, was 69 per cent; that from the year 1838 to 1848, while the cause were in the full-tide of success, and before the railroads had become extended, was 3½ per cent, and that the increase from 1838 to 1838, when the influence of the sanals was most feit in developing the resources of the

and suicient.

WEST WASHINGTON MARKET.

Mr. Manterre introduced a bill in the Senate to previde for the sale of West Washington Market, and other similar property belonging to the State, in the City of New-York.

Mr. Hammond of Sieuben made a very able, bold, manly and effective speech to-day on the irrepressible conflict, in reply to Senator Lawrence, who commenced the agriation of the forbidden subject about a week sgo. The Senate was in Committee of the Whole on the Governer's Message, and Mr. Hammond spoke about an Your to a very attentive Senate, and a very targe and deeply-interested audience of spectators.